

duct and exhaust opening or duct must exceed 3.0 square inches.

(f) The minimum internal cross-sectional area of terminal fittings for flexible ventilation ducts installed to meet the requirements of paragraph (d) of this section must not be less than 80 percent of the required internal cross-sectional area of the flexible ventilation duct.

[CGD 76-082, 44 FR 73027, Dec. 17, 1979; 45 FR 7544, Feb. 4, 1980]

Subpart L—Start-in-Gear Protection

SOURCE: CGD 79-137, 46 FR 3515, Jan. 15, 1981, unless otherwise noted.

§ 183.701 Applicability.

This subpart applies to outboard motors and starting controls, and to manufacturers, distributors or dealers installing such equipment.

[USCG-1999-5832, 64 FR 34716, June 29, 1999]

§ 183.705 Definitions.

For the purposes of this subpart:

(a) *Outboard motor* means a self-contained propulsion system of any horsepower rating designed to be installed on, and removable from the transom of a boat.

(b) *Static thrust* means the forward or backward thrust developed by an outboard motor and associated propulsion unit while stationary.

(c) *Starting control* means the motor throttle, shift and starting control mechanisms located at a position remote from the outboard motor.

(d) *Local starting* means operating a mechanical or electrical starting device built into the outboard motor.

(e) *Distributor* means any person engaged in the sale and distribution of boats or associated equipment for the purpose of resale.

(f) *Dealer* means any person who is engaged in the sale and distribution of boats or associated equipment to purchasers who the seller in good faith believes to be purchasing any such boat or associated equipment for purposes other than resale.

§ 183.710 Start-in-gear protection required.

(a) Any outboard motor which is capable of developing a static thrust of 115 pounds or more at any motor operating speed with any propeller or jet attachment recommended for or shipped with the motor by the manufacturer, must be equipped with a device to prevent the motor being started when controls are set so as to attain that thrust level, as follows:

(1) Outboard motors designed for local starting must have a built-in start-in-gear protection device.

(2) Outboard motors designed for remote starting must have either a built-in start-in-gear protection device or be installed with remote starting controls containing this device. An outboard motor designed for remote starting that does not have a built-in start-in-gear protection device must, at the time of sale, have a tag or label attached at the location of the control connection, containing the following information: "Starting controls installed with this motor must comply with USCG requirements for start-in-gear protection in 33 CFR Part 183, Subpart L." The letters and numbers on the tag or label must be at least 1/8 inch high.

(b) Starting controls must have a tag or label with the following information to indicate whether or not they have been equipped with a start-in-gear protection device: "This control will (or will not) provide start-in-gear protection meeting USCG requirements of 33 CFR Part 183, Subpart L." The letters and numbers on the tag or label must be at least 1/8 inch high.

(c) Any manufacturer, distributor or dealer installing an outboard motor displaying the label described in paragraph (a)(2) of this section must properly match it with a compatible starting control that contains a start-in-gear protection device.

§ 183.715 Exception.

Outboard motors designed to be equipped for remote starting, but which also have a provision for local starting in emergencies, need not comply with § 183.710 for their local starting system. However, the following information must be displayed on the

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motor: “Warning—Ensure shift control is in neutral before starting motor”. This information must be clearly visible to a person using the emergency starting device.

Subpart M–N [Reserved]

PARTS 184–186 [RESERVED]

PART 187—VESSEL IDENTIFICATION SYSTEM

Subpart A—General

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APPENDIX A TO PART 187—PARTICIPATING AUTHORITIES

APPENDIX B TO PART 187—PARTICIPATING AND CERTIFIED TITLING AUTHORITIES

AUTHORITY: 46 U.S.C. 2103; 49 CFR 1.46.

SOURCE: CGD 89–050, 60 FR 20315, Apr. 25, 1995, unless otherwise noted.

Subpart A—General

§ 187.1 Applicability.

(a) This part establishes minimum requirements for States electing to participate in the vessel identification system (VIS) established under 46 U.S.C. chapter 125. This part also prescribes guidelines for State vessel titling systems and the procedures for obtaining certification of compliance with those guidelines for those States electing to establish titling systems to support preferred mortgages.

(b) This part applies only to vessels numbered or titled under the laws of a State. It does not apply to vessels documented under 46 U.S.C. chapter 121 and the regulations in 46 CFR parts 67 and 68.

§ 187.3 Definitions.

The following definitions apply to terms used in this part.

Certificate of Origin (COO) means a document establishing the initial chain of ownership, such as manufacturer's certificate of origin (MCO) or statement of origin (MSO), importer's certificate of origin (ICO) or statement of origin (ISO), and builder's certification (Form CG–1261; see 46 CFR part 67).

Commandant means the Commandant of the United States Coast Guard.

Dealer means any person who engages wholly or in part in the business of buying, selling, or exchanging new or used vessels, or both, either outright or on conditional sale, bailment, lease, chattel mortgage or otherwise, and who has an established place of business for the sale, trade, and display of such vessels.

Department or *division* means the State agency designated to issue certificates of number or title, or both for vessels, and its duly authorized representatives.

Documented vessel means a vessel documented under 46 U.S.C. chapter 121.

HIN means the hull identification number assigned to an undocumented